The Victoria Daily Times.

VOL. 1. VICTORIA, B. C., TUESDAY, AUGUST 5, 1884. NO. 49.

CANADIAN NEWS.

Sam Slick's Son Making a Literary Record.

MEDITERRANEAN FRUIT DEMAND.

Kingston Libel Suit—Crops in Ontario—Brandon Hail Storm—Protest in the Megantic Election.

COMPETING WITH THE C. P. R. R.

The Ottawa correspondent of the Globe says: Respecting a recent strike of the Canadian Pacific Railway employees it is reported that the company caused an action to be taken under a Dominion statute against one of the engineers for breaking his contract of engagement. The statute requires that a printed copy of its provisions be posted up in the railway stations where it can be read by the public, in default of which the company become liable to a penalty not exceeding $20. This has been omitted, it is said, and the engineers are now endeavoring to turn the tables on the Company. The men instituting the prosecution assert that the railway authorities have written to all railway companies from whom they had hoped to obtain employment, advising them not to take strikers into their service, and as a consequence on account of this persecution on the part of the Canadian Pacific Railway they have been deprived of their means of livelihood.

So much has Canada's demand for the fruits and other products of the Mediterranean increased lately that the proprietors of the Thomson Line of steamers have brought two new and powerful steamers into the service. One of these will load at Petras in August, and the other a few weeks later, both calling at Marseilles, Marsala, Tarragona, Malaga, and Cadiz on their way to Montreal. Four years ago the Thomson Line found employment for but one vessel to the St. Lawrence.

E. A. Cass, 74 years of age, of Cornville, Maine, was robbed at Montreal July 26, of $170 while on the boat for Quebec awaiting her departure. He was skillfully detached from his three daughters by confidence men, who then tried to swindle him by the bogus check tricks. Failing, they chloroformed him, robbed him, and escaped before he came to his senses.

Mr. Van Horne denies the report that the Canadian Pacific telegraph service will be amalgamated with the new American line, but said that when the line was open he would willingly co-operate or interchange business with the new line, so as to make his line thoroughly efficient.

By the explosion of a lamp in Winnipeg, July 27th, Ronan's livery stables were destroyed by fire. The flames extended to three other small buildings, which were also burned. Loss between $8,000 and $10,000; no insurance.

The farmers are harvesting their crops in Ontario. They are better than were anticipated. The barley is prime. Hay is below the average. Oats are fair. Wheat is moderate. Roots show magnificent prospects.

A terrible hail storm took place lately near Brandon, Manitoba. Hailstones as large as plums fell. A fine span of horses valued at $500 was killed, and some of the crops were totally destroyed.

The steamer Marquette has commenced running on the Red River between Winnipeg and St. Vincent at the boundary line, thus furnishing a competing line with the Canadian Pacific railway.

Through freight trains on the Ontario & Quebec Railway commence running next week, and express service between Chicago and Montreal, yesterday, August 4.

The annual reports received from the Grand Trunk Railway agents throughout the province of Ontario predict more than average crops of all kinds.

The directors of the Northern and Pacific Junction Railway Company have confirmed the lease of the line from Callendar to Gravenhurst to the Northern Railway.

Mr. Machar, of Kingston, sues the Napanee Banner for libel. The libel consists in its references to the sale of the Lennox county debentures for which he made a bid.

R. G. Haliburton, "Sam. Slick's Son," will read before the British Association a paper on the site of a Portuguese colony located in 1525 at St. Peter's, Cape Breton.

Mr. Turgeon, Conservative candidate in the recent Megantic election, is about to contest the seat upon the grounds of bribery and corruption.

The Canadian Pacific Railway Company are now erecting in Toronto amongst other buildings, the largest freight warehouse in Canada.

The Liberals of Lennox have nominated Mr. G. D. Hawley, ex-M.P.P., to contest the seat for the Legislature.

Mr. D. B. Chisholm, formerly of Hamilton, is located in Melbourne, Australia.

The subscriptions received at Montreal to the British Science Association Fund amount to $8,290.

Landlords at Eastern Canadian summer resorts complain that cold weather is destroying their business.

TH: NAST AT HOME,

Not the Ideal Artist with Dirty Vest and Vile Pipe.

The Celebrated Caricaturist at His Home at Morristown, New Jersey —Working Out His Ideas— Women's Work.

[N. Y. Mail and Express.]

There is a footfall on the stairs, and almost immediately a gentleman of medium height appears, and says, as he grasps the visitor's hand, "You are welcome." There are no indications of the old paralysis that some time ago forced him into retirement, nor has his recent attack of pneumonia left any traces on his handsome face. His hair is as carefully trimmed to-day as it was once permitted to grow wild. His beard is nattily dressed, while his mustache, worn a la Napoleon, gives him that commanding air for which he is noted. A full suit of Scotch tweed constitutes his dress, and the only article of jewelry seen is a small scarf-pin that shows just over the top of his four-button tally-ho.

"Come to see how I work? Well, come right up stairs. You know I never talk with newspaper men as a rule, but this time I will make an exception."

Out through the wide hall, up a winding staircase, which is also remarkable for its ornamentation, and the great caricaturist's workshop is reached. It is a large room immediately over the parlor. It is a grand combination of studio, sitting-room, workshop and play-room. A lady of commanding presence, attired in a neatly fitting dress of dark color, with a jaunty little undress cap surmounting her peculiarly gray hair, rises to welcome you. This is Mrs. Nast, the wife of the famous Tom. On the floor, at the foot of the low rocker, where Mrs. Nast has been sitting darning stockings, a baby is busy with a pair of scissors and a piece of brown paper. At sight of the father, he starts up with a cry, and submits a badly-cut paper figure of a dog. A glance at the corner of the room, and it is seen at once the child's model is from nature.

For two noble specimens of the Irish greyhound are there stretched out at full length fast asleep. It is in this room that for years Mr. Nast has worked out those wonderful cartoons and illustrations that have struck such terror to the souls of evil-doers, and helped to formulate opinions and develop ideas that have moved the world. Mrs. Nast is his constant companion. While he draws, she sews. An immense cylinder-top desk stands at one side of the room, and here is where the great artist's work is done. There are no restrictions as to noise or interruption. The children can come and go, romp and carry on all they please; it matters not to Mr. Nast. His desk is a veritable gallery of celebrities. Photographs of kings and queens, priests and popes, lords and generals, actors and actresses and persons of every walk of life that are at all noted can be found herein contained. A peculiarity of Mr. Nast is that he has always been fond of collecting photographs of persons whose faces pleased him, and many are the cards of persons now celebrated that were picked up by him when they were comparatively unknown. As an instance of this, he has a photograph of Mrs. Langtry taken twelve years ago. A head of Henry Irving, taken also years ago, is among his collection. A large glass case, within which stands a human skeleton, occupies one corner of the room, together with old scimeters, cutlasses and shields.

"I am not the ideal artist with the bedaubed jacket, vile pipe, etc., etc., am I? Nor is my den a scene of picturesque confusion?"

"No, indeed," interrupts Mrs. Nast; "I attend to that."

"People say," continues the artist, "that Mrs. Nast does my work. She writes my letters; I only sign them. My drawings are my own work, however. Where do I get my ideas? From bright newspapers. I read the daily papers through very carefully. As ideas come I jot them down; not in the form of notes, as you men of letters do, but in lines and curves. I will show you."

Here Mr. Nast took down several large scrap books filled with sketches made during his Italian tour, when he was with Garibaldi. Also, sketches of his English tour, when he went to Europe to reproduce the great Heenan and Sayers campaign. The famous war book, containing the original sketches of his trip with Lincoln, and his subsequent life at the front, were also shown.

"Do I ever receive hints or ideas from other people? Oh, yes, thousands of them. I never use them. Not because they are not good, but because I have to keep up with the times and always have under way enough original ideas to work on."

"Do you follow any system as to time or manner of work?"

"Not at all. I work when I feel like it. That is generally after breakfast. When I fell tired I quit. Is my work arduous? No, I am not like you newspaper men. I cannot draw contrary to my convictions. You can write your leader in a strain in accordance with the salary you receive for it. I must feel I am in the right to do intelligent work."

"What are your ideas as to the future of American caricaturists?"

"I believe they will take a place among the first in the world. You know we rise to the top in other matters, and I cannot see why in matters pertaining to art the same rule should not follow. The trouble is, Americans are too impatient. They do not do as foreigners do. They are not content to go into things at the commencement. They are too superficial. Art has made most wonderful progress during the past ten years, however, and I am sure we shall see America among the first in matters of the kind."

"Is there the chance for fame as a caricaturist to-day there was formerly?"

"Oh dear, no. Had I to commence now the name of Tom Nast would not be heard outside his own family. The war made me. Fortunately, I was living on the right side—the north. My pictures appealed to the sentiment of the people, and I became, so to speak, famous. My wit and satire, which to-day would hardly rise above mediocrity, were then considered wonderful. Enterprising manufacturers copied my style of dress. The Nast collar, the Nast cuff, the Nast hat appeared in rapid succession. Pay? Well, my art has paid me, but I think the labor of artists nowadays is undervalued. Some of the best work, to my mind, is done by unknown men in these little advertising plaques and pictures that are given away."

"Is there room for women in the ranks of the caricaturist?"

"Why not? Women are as quick to see as men, and as capable of doing good work. Look at Kate Greenaway. What better evidences of it do you want than her pictures? Artists, you know, are born, not manufactured, and they can as well be born of one sex as another. English caricaturists? Certainly they are great. Their forte is attention to detail. There are Sanborn and Keene, who do work for Punch. If they draw a slipper, I believe there are shoe-men who could tell you by looking at the drawing what firm made the slipper, so careful are the artists. But we have great artists here. Look at Puck, The Judge, The Graphic and other publications if you want proof."

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VICTORIA, B. C.

The Daily Times.

PUBLISHED EVERY AFTERNOON EXCEPT SUNDAY.

Victoria, Tuesday, August 5, 1884.

Arrival and Departure of Steamers.

FOR PORT TOWNSEND and all points on the Sound—The Olympian and North Pacific leave alternate mornings at 8 o'clock, making close connection with the N. P. R. R. at Tacoma.

FOR NANAIMO—The H. P. Bithet leaves Monday, Wednesday and Friday at 7 a. m., returning on the alternate days.

FOR NANAIMO.—The Amelia sails every Monday morning at 10 o'clock and, every Friday Morning at 7 o'clock.

FOR BURRARD INLET AND PORT MOODY—The Robert Dunsmuir leaves on Tuesday at 8 a. m. and on Monday of following week for Burrard Inlet and Comox.

FOR NEW WESTMINSTER—The Yosemite leaves on Wednesday, Friday at 7 a. m.

FOR NEW WESTMINSTER AND PORT HAMMOND—The Amelia sails every Wednesday at 7 a. m.

THE DAILY TIMES

is a member of the Associated Press, having purchased the exclusive franchise for the afternoon dispatches for Victoria. Every effort will be used in each department to make this paper a worthy representative of enterprising and intelligent journalism.

THE DAILY TIMES

is served in all parts of Victoria and Esquimalt at 25 cents per week, and delivered in the afternoon in time to reach every counting room, also at the homes of the people where it can be perused at leisure by the various members of every family.

THE DAILY TIMES

Must prove the most effective for advertisers, reaching, as it does, all classes of society, among whom its already large daily circulation determines its value and influence as the best advertising medium through which to address large audiences every day.

THE DAILY TIMES

Makes no charges for the insertion of birth, marriage & death notices, but makes a small charge for obituaries, time of funeral or complimentary notices of 10 cents per line, no charges less than 50 cents in advance.

THE DAILY TIMES

Makes no charges first time for advertisements or situations wanted not exceeding three lines, but makes three insertions for 25 cents. Other advertisements of four or five lines, under head of Wants, are inserted three times for 50 cents, or six times for $1 (this must be paid in advance, and no deviation from these terms. Society notices charged half price. Notices of church services inserted free.

PRICE OF PAPER.

Daily Times, by mail one year for $6.00
Daily Times, by mail six months for 3.00
Delivered by carrier, 25 cents per week.

GREAT INDUCEMENTS TO SUBSCRIBERS.

The Weekly edition will be mailed to any part of the Dominion or of the United States from July 12, 1884, on

Eighteen Months for $2.00
Twelve Months for 1.50
Six Months for 1.25

These prices must positively be paid in advance, as no paper will be sent out of the office unless the terms have been strictly complied with.

THE TIMES PUBLISHING COMPANY,
Government Street. Near Johnson.
THOMAS GARDINER. MANAGER.

THE GENERAL MANAGER'S VIEWS.

The General Manager of the Canadian Pacific Railway has been interviewed by representatives of the press since his arrival here, and, in reply to questions, gave his impressions of the country he had traversed, the policy the C. P. R. Company was likely to pursue in regard to this country, and the probabilities in reference to the future terminus on this coast. He thought the Northern Pacific railway the best constructed of all the lines at present crossing the continent, and that it would ultimately prove a success financially. Of Victoria he expressed himself as pleased greatly with the beauty of the situation, her magnificent streets and roads. On the question of the terminus he was non-committal. One of his principal reasons for visiting the coast was to make a selection for a final terminus, but ere doing this he would have to visit Burrard Inlet and then study its geography. The line was now being built on the south side of Lake Kamloops. He expected the line would be completed from Montreal to Burrard Inlet inside of sixteen months and that a considerable exchange of traffic would spring up between the east and west. On the completion of the road a line of powerful steamers would be put on the route from the terminus to the Orient, as well as coast steamers to the various ports in the Province. The road was being rapidly constructed north of Lake Superior and in the Rockies. In the spring of 1885 trains would be run through from Montreal to the summit of the Selkirks in this Province. At the terminus would be located the headquarters of the Western or Pacific Division of the road. He states that the terminal city will, beyond question, be one of the two largest cities on the coast, San Francisco being the other. That the amount of money to be expended there by the company will be heavy, the buildings, workshops, etc., to be erected will all be first class, and in keeping with the operations of the company elsewhere. The abundance of raw material in the shape of coal, iron and wood must, of necessity, have the effect of establishing immense manufactories at the terminus. The journey from Montreal or Toronto to Burrard Inlet can be accomplished in 100 hours, and from Winnipeg in 50 hours. The balance of the information related to the Northwest, in the prosperity of which every true Canadian must feel interested, his visit will be a short, but a very important one. If a decision be arrived at in reference to the terminus preparations will be at once begun for the erection of buildings, construction of wharves, etc. It is gratifying to the people of this country to be assured by Mr. Van Horne that our long looked for expectation is about to be realized and that during the fall of 1885, we will be joined to our eastern brethern. That through "solid trains" will be run from Burrard Inlet to the Atlantic sea board within our own borders, under the management and control of one company, whose aim will be to aid in every way the developing of our wonderful latent resources. Mr. Van Horne will follow the route proposed from Kamloops to the end of the track where he will take the train for the East. The journey will not be an easy one as he will have to travel on foot long stretches, one at least of 100 miles. It is to be hoped the gentleman will feel none the worse of his undertaking and that his impressions of this country will be favorable and lasting.

HUDSON BAY.

The ship Neptune under charge of Lieutenant A. N. Gordon, R. V. Deputy Superintendent of the Canadian Meterological Survey has sailed from Halifax with a full corps of observers for the Hudson Bay Straits expedition. The Neptune, is a steamer and sailing vessel of 685 tons gross, under command of a sailing master, an experienced Arctic navigator and explorer, and a crew of 55 men. Professor Robert Bell, M. D., of Geological Survey of Ottawa, representing his Department, will accompany the expedition to learn what he can of the geological features of the country along the Straits. There will be no other scientific men on board excepting such as are required for observing stations. The expedition will first call at Nain, on the Labrador Coast, and finally at Ramah, the northernmost station on the Atlantic Coast, and but a few hundred miles south of Cape Chidleigh. Esquimaux interpreters will be engaged at one or more of these Labrador stations. The work of establishing stations in the Straits, which are 400 miles long by 100 to 200 miles broad, is not unattended with risks, as much of the outline even of the coast is unknown, and there are no coast charts or soundings. Seven stations on the Straits are to be established. Observations will be made to ascertain about what proportion of the ice from this great land-locked basin drifts into the Hudson Straits, and what proportion into Hudson Bay. At all stations the usual meteorological observations will be made. The heavy tide will be measured, the drift of water will be noted and the condition and state of ice. Cape Hope is the most important station, and here, in addition to other observations, a temporary magnetical station will be opened. Mr. Stubart, who has been at Toronto observatory for several years, will be in charge of the observatory here. Churchill Station will be in charge of C. R. Tuttle, of Winnipeg. The expedition is in accordance with a vote of Parliament of $70,000, to obtain reliable information of the route as to the navigation of the Straits, to decide the feasibility of the route as a summer outlet for the produce of the Northwest. The Neptune was chartered at St. Johns by Lieutenant Gordon. She is a wooden built vessel, launched at Dundee in 1873, and is similar to the Bear and Thetis, of the Greely Relief expedition, well known sealing ships. Dwelling houses for each station, all ready to put together, are taken. There will be two stoves in each house, and 120 tons of hard coal is being taken in sacks. No liquor is allowed to be taken by the men.

AN UNPOPULAR LORD.

Lord Roseberry, a Scotch nobleman of great ability, in possession of vast wealth, through his own inheritance and by marrying a Miss Rothschild, recently unveiled the statute of Robert Burns, the poet, presented to the city of London by Mr. Crawford the Scottish Cœsus. The committee chose a prominent site on the Thames Embankment, where the ceremonies took place. An enormous crowd assembled to witness the unveiling and listen to the speaker. The rain fell in torrents, and Lord Roseberry was obliged to deliver his oration, occupying twenty minutes, protected by an umbrella, and he was completely disgusted. The pipers of the Scots Guards struck up "Auld Lang Syne." Around the monument was an enclosure to which admission was obtained by ticket. Some Scottish workmen were highly incensed at not being admitted. The officers, however, repulsed them with such vigor that at one time the trouble threatened to create a panic. His Lordship was frequently interrupted, and when he finished and was passing the crowd of Scottish workmen, they yelled at him "Kelpie for Birkie," on account, probably, of His Lordship's saturated condition. The crowd sang "A Man's a Man for a' that." Other speakers tried to address the crowd after Lord Roseberry departed, but couldn't be heard. The crowd, once having formulated the idea of singing, would listen to nothing else.

Building Notes.

The old buildings on Yates street are being pulled down, where the brick block is to be erected.

Messrs. Robelin and Whiteway are erecting a two story double tenement on Pandora street, near Quadra street, for Mr. Simon Anderson. The main building will be 44x32, with a rear addition 30x22 feet. Each tenement will have seven rooms besides bath room, pantry, etc.

Mr. Lawson is just completing three cottages on Chatham street for Mr. Kuna, one particularly nice one for his own residence containing six large rooms besides bath room, pantry, closets, etc. The other two have five rooms each for tenements. Mr. Teague is the architect.

Mr. Maslen is also having erected two substantial cottages, 28x38 feet each, with six rooms on the same street.

TELEGRAPHIC.

THE PANAMA RAILROAD.

SAN FRANCISCO, Aug. 5.—A dispatch received here from Albany, N. Y., says the Isthmus Pacific Railroad with a capital of $12,000,000 has just been incorporated by ex-Senator Sharon of Nevada, and others. The company proposes to build a railroad across the Isthmus of Panama, and operate the same in conjunction with a steamship line. Mr. Sharon being questioned about the prospect said he knew but little of it except that the enterprise had been undertaken by a few large capitalists, and it was possible they had elected him one of the directors.

WHEN THE SWALLOWS FLY.

MARSEILLES, Aug. 4.—The fact that swallows, which migrated at the outbreak of the pestilence, have not yet returned, and that there are no sparrows at all in the city, is adduced as evidence that the atmosphere is still vitiated. This migration of birds has made deep impression upon the public, and has led to a demand for a purification of the atmosphere by bonfires.

TOULON, Aug 4.—Four deaths from cholera occurred here last night. Physicians fear that the return of people to the unhealthy lodgings will cause an outbreak, possibly, of both smallpox and typhoid fever.

FRENCH POLITICS.

VERSAILLES, Aug. 4.—Congress resumed its sitting to-day, and after bureaux were drawn by lot, Ferry introduced measures for the revision of the constitution. Testeline's motion for referring the bill to a committee of forty elected by scrutim delish was adopted. Ferry demanded urgency and the motion was adopted. There appears to be a majority of about 500 in favor of the government.

CONSTANTINOPLE NEWS.

CONSTANTINOPLE, Aug. 4.—The Floreda, steamer from Salonica, was stopped by government authority in the Dardanelles. It is known this action has no relation to quarantine regulations, and the station minister has protested against the action, and demanded heavy damages for the detention.

RELIEF OF GORDON.

LONDON, Aug. 5.—Gladstone stated in the commons to-day that he will ask the house to-morrow to vote credit for $300,000 for an expedition to relieve General Gordon. He will at the same time make a statement of the steps the government proposes to take in consequence of the failure of the Egyptian conference.

ON EXECUTIVE BUSINESS.

LONDON, Aug. 5.—Hugh Childers, Chancellor of the Exchequer, is going to Egypt on a special mission connected with Egyptian finances, clothed with executive power.

THE COTTON CROP.

NEW ORLEANS, Aug. 4.—The National cotton exchanges report July more favorable for the cotton crop.

NEW TO-DAY.

FOR SALE.

A small retail business, doing a paying trade. Price, $50. Address Retailer, this office.

Climax Washing Powder, used in every family. Give it a trial.

Pure wines, pure liquors and pure brandies at Fell & Co.'s.

The best place to buy your groceries is at Fell & Co.'s, Fort street.

The old established grocery house of Fell & Co. sell at bed rock prices.

Ladies' and gents' Lawn Tennis shoes just received at the B. C. Boot and Shoe store. H. Mansell.

Ladies' kid court shoes and gents' patent leather pumps at the B. C. Boot and Shoe store. H. Mansell.

Ladies, see the French Balmorals and button boots, received direct at the B. C. Boot and Shoe Store. H. Mansell.

For delicious soda water with any kind of flavoring also fresh fruits, W. H. S. Perkins at 216 Fort street has the best and finest. jy15

WIG MAKING.—All kinds of ladies' hair work done to order; fended switches dyed equal to new Mrs. Dupont, Fort and Blanchard streets, P. O. Box 122.

TO LET.

TO LET.—A furnished room pleasantly situated in James Bay, with or without board. Address Box C., Times office.

TO LET.—Furnished and unfurnished rooms Apply at Brick House, Rae Street, two doors East of Blanchard.

WANTED.

WANTED, the public to know that bargains in Real Estate are offered by W. H. Mason, Government street, near the postoffice.

COURTRIGHT & HAWKINS'
COMEDY
CONVOCATION!

JAS. SMITH, PROPRIETOR
Will appear for three Nights.
COMMEFCING
AUGUST 6 Fun on the Sound and Calespie's Troubles
AUGUST 7 The Secret.
AUGUST 8 The Banker's Daughter.
INTRODUCING
Original Specialties.
20 ARTISTS, FULL BRASS AND STRING BAND.
COURTRIGHT & HAWKINS.

JOHN PARKER,
Wholesale and Retail Dealer in
MEATS OF ALL KINDS, STOCK, VEGETABLES, Etc.
Parker's Market
S. W. cor. Fort & Government Sts., VICTORIA, B. C.
Hotels, Restaurants, Ships and Families supplied at Short Notice. (1)

Adelphi Billiard Saloon,
Cor. Government and Yates Streets.

MOST COMPLETE BILLIARD ROOM in British Columbia. The best brands of Wines, Liquors and Cigars to be had at the bar.
MURPHY & BROWN, Proprietors. (1)

—GO TO—
DAVID C. HEAL'S
TO BUY YOUR
Stoves, and Tinware,
The cheapest house this side of San Francisco. Dealer and manufacturer of Tinware, Sheet Iron and Copper work. Gas work and water pipe and general jobbing a specialty. Johnson Street, between Broad and Douglas.
VICTORIA, B. C. (1)

THIRTY DAYS SALE!
COMMENCING
MONDAY, JULY 14th.
VICTORIA HOUSE,
GOVERNMENT STREET.
The undersigned is adding another story to his building, and is about to make extensive alterations on the ground floor, in consequence of which the whole of the large stock of Dry Goods is offerered at
Cost Price For Cash!
WM. DENNY,
GOVERNMENT STREET.

THE QUEEN
Boot & Shoe
HOUSE.

Offers a Magnificent Assortment of
Gentlemen's Walking Shoes
—AND—
DRESS SHOES OF ALL KINDS.
—THE LATEST AND—
BEST STYLES FOR LADIES EVER OPENED IN VICTORIA.
Corner Yates and Government streets

H. C. WILSON,

MANUFACTURER OF
Tin & Copperware
PLUMBERS & DEALER IN STOVES, RANGES, &c.
Jobbing and Repairing promptly executed.
YATES ST., OPPOSITE JOHN BOYD'S. (1)

ESTABLISHED 1858.
LANGLEY & CO.,
Pharmaceutical Chemists,
Wholesale and Retail
DRUGGISTS
VICTORIA, B. C.

THOMAS SHOTBOLT,
WHOLESALE AND RETAIL
DRUGGIST,
DISPENSING AND
Family Chemist.
Importer of English French and American DRUGS, CHEMICALS, PATENT MEDICINES AND PERFUMERY
JOHNSON STREET, VICTORIA, B. C.
AGENT FOR—
THOMAS' ELECTRIC OIL.
NORTHROP & LYMAN'S DISCOVERY.
CANADIAN PAIN DESTROYER.
HOLLOWAY'S CORN CURE.
N. & L. QUININE WINE.
KELLOGG'S ASTHMA CURE. (1)

I X L STORE.
CLOTHING,
FURNISHING GOODS
Hats and Caps.
Best Assorted in the City.

Bank Exchange Saloon
WM. LOHSE, Proprietor.
Choice Wines, Liquors and Cigars.
LUNCH.
Cor. Langley and Yates sts. Victoria, B. C. (1)

ESTABLISHED 1864.
A. & W. WILSON,
Plumbers, Gas Fitters,
BELL HANGERS AND TINSMITHS.
Dealers in Best Descriptions
Heating and Cooking Stoves.
Ranges, Etc.
FORT STREET. VICTORIA, B. C.
TELEPHONE CALL, 126. (1)

ESTABLISHED 1862.
H. F. Heisterman & Co.,
Real Estate Agents.
Langley Street.

Offer For Sale:
SEVERAL Choice business lots in the heart of the city, several dwelling houses in most eligible locations, four or five choice farms in South Saanich and other districts.
—ALSO—
SEVERAL plots of land on Lulu Island, Fraser River.
A Large Number of Homestead Lots on the Hillside Extension of the Work Estate.
Also a number of acre lots on the Burnside Road Extension of the same.
All on Easy Terms of Payment.
MONEY TO LOAN.
on Real Estate security, at reasonable rates, and in sums to suit.
ALL KINDS OF CONVEYANCES
and other documents prepared with dispatch.
AGENTS FOR THE
Phœnix Fire Insurance Co.
OF BROOKLYN, N. Y
H. F. HEISTERMAN & CO.,
Real Estate Agents,
LANGLEY STREET.

C. MORTON,
DEALER IN
BOOKS,
PLAYING CARDS — GOLD PENS, &c.
ICHI BAN
STATIONERY,
Fancy Goods.

OUR SPECIALTIES:
Note Papers.
AT FERGUSON'S

OCCIDENTAL HOTEL
COR. WHARF & JOHNSON STS.,
VICTORIA, B. C.
Board and Lodging, from $1 00 to $1 50 per day
ACCORDING TO ROOM.
THE LARGEST AND MOST CONVENIENT Hotel in the city. The Table well supplied. Everything New. N. B.—Burton and Ellenburgh Ales a specialty.
LUKE PITHER, Proprietor.

VICTORIA BAKERY.
[ESTABLISHED 1858.]
Fort Street, Victoria, B. C.
M. R. SMITH,
BAKER.
All Kinds of Cakes made to order and suppl'ed at short notice.
Bread Delivered to any part of City.

COLONIAL HOTEL.
Johnson Street, VICTORIA, B. C.
M. N. BECHTEL, Proprietor.
Board and Lodging per week, $5 and $6
Board per week $4.50. Meals at all hours 25 cents. Beds 25 cents.
THE BEST OF WINES, LIQUORS AND CIGARS AT THE BAR.

JOHN WEILER,
Importer Wholesale and Retail Dealer in
FURNITURE,
Glassware, Carpets, &c.
UPHOLSTRY IN ALL ITS BRANCHES.
Fell's Block, Fort Street, VICTORIA, B. C.

Established 1871.
Hodge, Davis & Co
Importing
Wholesale Druggists
Agents for Leading Proprietary Medicines, Fluid Extracts, Pills, Etc., Etc.
Nos. 92 and 94 Front Street
Cor. Stark
Portland, Oregon.

Another Shipment
Fresh Sacramento Fruit
Tomatoes 10 cents per pound; $1.25 per box. Cucumbers 25 cents per dozen. Potatoes a Specialty, at
F. BEACHAMP, Yates Street.

E. J. SALMON & Co.
No. 35 Johnson Street,
Have Recently Received Bed Room
FURNITURE.
CROCKERY, CUTLERY, Glassware, Enameled and Tinned Saucepans and Preserving Pans.
Also a Fine Line of
STEEL FIREIRONS AND FENDERS
Indian Curiosities
In Variety.
Note the Address, E. J. Salmon & Co's House Furnishing Store, 35 Johnson street.

NOTICE
Is hereby given that I intend to apply to the Honorable Chief Commissioner of Lands and work for permission to purchase 40 acres of land more or less, on Valdes Island, known as Rebecca Spitt, including all the land north of he Indian Reserve at head of Deer's Harbor contained in said spit 16.
JAMES E. MILLER.
July 18th, 1884.

KNOWN for the BEST VALUE
ON THE PACIFIC COAST.
SPECIAL NOTICE. AN IMMENSE STOCK OF
MEN'S AND BOYS'
JUST RECEIVED HATS NEW STYLES.
Underclothing, Hosiery, Neckwear,
BALANCE OF SUMMER CLOTHING
AT REDUCED PRICES
W. & J. WILSON,
GOVERNMENT STREET.
ESTABLISHED 22 YEARS.

C. P. N. CO., L'd.
THE ONLY
RELIABLE LINE.
STEAMER "YOSEMITE"
Will leave at 7 A. M.
Wednesday, August 6th.
Fare to New Westminster, - - - 50 Cts.
Freight to New Westminster - - - $1.00.
JNO. IRVING, Manager

LONDON HOUSE,
Government Street, Victoria.
[ESTABLISHED 1863.]
SHEARS & PAGE,
PROPRIETORS.
Direct Importers of Every Description of
FRENCH, ENGLISH AND AMERICAN
DRY GOODS.
By recent arrivals we have secured large additions to our stock, consisting of the very latest fashions of the season.
Especial attention is directed to our Millinery Department, which is under the management of an experienced milliner.
COUNTRY ORDERS SOLICITED.
Pattern Post Free on Application. (1) P. O. Box 54.

Real Estate ..... City, Suburban and Country Property for sale in large or small lots.
Money ..... To lend in sums to suit at current rates, on freehold, leasehold or other approved security.
Deeds ..... Of all kinds prepared at short notice.
Collections ..... Of Rent, Interest and general trade accounts made throughout the Province.
APPLY TO—
P. O. BOX No. 188
TELEPHONE No. 74.
Eli Johnson,
NOTARY PUBLIC AND CONVEYANCER.
[1] Office Broughton street. Next to Bank of British Columbia.

W. R. CLARKE,
Auctioneer,
Appraiser and Commission Merchant.
SALESROOM:—FIRE PROOF BUILDING, YATES ST.
VICTORIA, B. C.
Liberal advances made on consignments.
To facilitate the sale of Real Estate, I have complete maps of Victoria, Esquimalt, New Westminster and Co-Districts.
N. B.—Parties desirous of selling their Stock, Stock in Trade, or Furniture, and not wishing the trouble of an Auction Sale, can find a Cash buyer by calling on the above.
Office of Harbor Master and Port Warden.

KURTZ & Co.,
Pioneer White Labor
Cigar and Cigarette
Manufacturers.
Established, 1879.
VICTORIA. - - BRITISH COLUMBIA (1)

Market Exchange.
FORT STREET, VICTORIA, B. C.
THE BEST QUALITY OF WINES, LIQUORS and Cigars. Brandy, Wine and Ale on draft or by the bottle. All kinds of imported case liquors for sale.
GEORGE THOMSON, Prop. (1)

Victoria Marble Works.

GEORGE RUDGE,
Manufacturer and Dealer in
MONUMENTS,
TABLETS, TOMBS, MANTELS, &c.
Designs and Prices Furnished on Application.
P. O. Box 377.

THE WHITE HOUSE.
STAPLE AND FANCY
Dry Goods Emporium.
Government Street. VICTORIA, B. C.
Hutcheson, Young & Co. (1)

LOCAL NEWS.

Inland Revenue Case in the Police Court.

TRIAL OF FIRE APPARATUS.

Passengers by the Rithet—Island Railway Directors' Meeting—Prominent Passengers—News in Brief.

ANOTHER PORT OF ENTRY.

Inland Revenue Case.

The case of Mr. Stephen Jones, charged with defrauding the inland revenue laws, was called in the police court to-day. Mr. Mills appeared for the prosecution, and Mr. Davies for the prisoner. Mr. H. B. Good, the Revenue Collector, Mr. Joseph L. Levy, of Tretzen & Levy, and Mr. Michael Barry, the barkeeper, for the prisoner, were examined as witnesses, and testified as to the circumstances of the arrest, and as to the stamps on the box containing the cigars. Mr. Barry testified that the empty "T. and L." cigar box was obtained because the original cigar box in which the cigars had been bought from a Chinaman on Johnson street, was previously destroyed, and that this box had upon it the paper revenue stamp. Mr. Levy testified that the difference in price between the brand of "T. and L." cigars always put in that particular box, and the price of the Chinese cigars in it at the time of the seizure, was $40 a thousand, as those Chinese cigars were of a very ordinary kind. The defense seemed to lay stress on the fact that the revenue stamp had upon it only the revenue number of the factory that manufacture that particular cigar, and that Mr. Jones was a hotel keeper, and not a manufacturer of cigars. After the examination was concluded Judge Pemberton fined the prisoner $10 and taxed him $10 for costs. This is the penalty prescribed by section 312 of the Canadian Inland Revenue Statutes.

Letters Detained for Postage.

The following letters are detained for postage at the postoffice here: Capt. Bogart, British bark "Director," Victoria, B. C.; Capt. Jones, British bark "Araminta," Victoria, B. C.; Capt. T. O'Brien, British bark, "W. H. McNeill," Victoria, B. C.; Capt. Volpe, Italian bark "Cinque," Victoria, B. C.; Mrs. Bunting, Equimalt; Rev. J. T. Chambers, Salem, Ogn; Mrs. G. Christanson, Astoria, Ogn.; D. Dalgleish, Portland, Ogn.; Miss Dempster, Toronto, O.; W. Fisher, Esquimalt; Mrs. Griffin, Kingston, O.; W. H. Herrman, Castle Rock, Ogn.; H. R. Hopkins, Chicago, Ill.; G. T. Johanson, North Saanich; Mrs. L. Marchant, San Francisco; Mrs. Onderdonk, Yale; J. Ray, Nicola Lake; M. Rumaird, Otago, N. Y.; Quong Sam Lung, San Francisco; Mrs. M. Smith, Victoria, B. C.; Capt. Spalding, Nanaimo; See Koo Foo, (reg.) Shanghai, China; H. Williams, Brainard, Minn.

The Last Night.

The successful season of the Tivoli Opera Company was brought to a close last evening by the rendition of "Martha," which was given in good style to a large audience. Mr. W. R. Gibbon, for whose benefit last night's entertainment was given, sang "A Father's Love," with much expression, and Miss King delighted her hearers with her rendering of "'Tis the Last Rose of Summer." This morning the Company started for Seattle, where they are engaged to play four nights.

From Nanaimo.

Steamer R. P. Rithet arrived to-day from Nanaimo with the following list of passengers: Jas Dunsmuir, Mr Bryden, Capt Morrison, Hutson, Croft, Hinds, Frank Graham, Mrs Graham, Miss Labron, Mrs Askew, Misses Askew, Mrs Tennery, Mr. Fraser, Dunn, Mr. Seihl and wife, Major Downie, Miss Lindsay, Mrs. Briggs, Mr. Broadwell, Welbourne, Troupe, Rev. Holmes, Mrs. Northbote, J Millington, Downing, Anderson, and 65 others.

The Water Works.

Alex. Hendry Esq., engineer of the Water Works, tested to-day the new hose and hydrants lately received and put in order by the Victoria Fire Department. The apparatus at the corner of Government and Yates streets, where the experiment was tried, was found to work very well, the hose throwing a large stream of water to a great distance. The pipes laid along the various streets have been joined together so that in case of fire a larger supply is now available.

Island Railway Meeting.

A meeting of the Directors of the Island Railway was held this afternoon in the offices of the company on Government street. General Crocker, R. Dunsmuir, Esq., M. P. P., and other prominent members of the Board were present. Up to the time of going to press the proceedings of the meeting had not been made public. It was anticipated that some decision in regard to the commencement of work on the road would be made.

Civil Service Examination.

Amongst the successful candidates in the qualifying examination list, who were examined in May last, we find the names of the following as having passed at Victoria in the Canada Gazette of the 26th ult: Goepel, Philip Dorset; Hughes, Edwd; Robbett, Daniel; Gibbon, Lister; Newberry, Cowper W. M.

Tenders for Building.

The successful tenders for the erection of a two-story brick building on Johnson street near Wharf street, for M. Rowland, Esq., were for the brick work and plastering, Mr. Wm. S. Wraight; carpentering, Samuel Gray; and painting, Lettice & Sears.

Nanaimo a Port of Entry.

The repeated efforts of the people of Nanaimo to have that port declared a distinct port of entry have at last been crowned with success, for the Canada Gazette of the 26th July contains the announcement to that effect.

Chinese Smugglers.

Silk and silk handkerchiefs worth $300 were seized by the Custom House searching force at San Francisco, on the steamer Oceanic, which brought over the Chinese for Victoria.

New Building.

Messrs. Chislet & Ralph are busy in the Caledonian grounds erecting a cottage, 32x42 feet, with a wing 16x20 feet fronting on Cook street, for Mr. E. Wilson. It will cost about $2,000.

OUR FREE PARLIAMENT.

Port Moody vs. Coal Harbor as the Terminus.

To the Editor of The Times:

Sir—In dealing with the land reservation recently made by the Provincial Government between Port Moody and the Coast, you mentioned the rumor that Hon. Mr. Robson, the Provincial Secretary, was interested in land near Coal Harbor. An effort has recently been made, by interested persons, to boom Coal harbor property, thus enabling them to realize. The less land, therefore, in the market in that vicinity, the higher it is imagined the price can be raised. If the lands recently reserved by the Smithe-Robson Government were offered at auction, the price the Provincial Secretary could ask for his property would be materially reduced.

No one can object to Mr. Robson purchasing land from private individuals, but if he used his official position to withdraw public land in the same vicinity from sale, for the purpose of advancing the price of his own, he commits an act the Colonist will find it difficult to justify, and which the Legislature should enquire into. Any one who gives the matter consideration, must see that the prospect for Coal Harbor ever being the terminus is very visionary. Apart from the superior natural advantages of Port Moody, that portion of Burrard Inlet has been selected as the terminus, on the Mainland, of the Canadian Pacific railway, after the most careful consideration of the subject, both by the Liberal and Conservative Governments. It is the point named as the terminus, both in the statute and in the contract with the Syndicate. Every one will admit that a vessel that can reach Coal Harbor, can with equal facility reach Port Moody, and thus save miles of railway transit for freight and passengers. Vessels running to Burrard Inlet can carry freight and passengers at the same cost to Port Moody as to Coal Harbor, and reach safer anchorage at Port Moody. A railway, therefore between the two points, would be obliged to carry freight and passengers for nothing. Is it probable that any one will build and maintain such a railway under the circumstances? Can anyone be so verdant as to suppose, after the discussions that have taken place in the House of Commons at Ottawa on the subject of the Pacific terminus and the cost of the railway that the Government will ever recede and ask Parliament for authority to change the terminus and amend the statute to enable the C. P. R. Syndicate to build a useless extension to a point previously examined and rejected? Is it probable the Central Pacific Railway Company, composed as it is of business men, will ever lengthen their line in order to extend it to inferior anchorage?

Mr. Sandford Fleming, C. E., was employed last year by the C. P. Railway Co. to examine the line from the Rocky Mountains to the Pacific. He expressed strongly the opinion that Port Moody is not only well adapted for the terminus, but was definitely selected after the most careful consideration. When one considers the immense sums the Dominion has expended to enable ocean vessels to reach Montreal, an inland city, instead of landing freight at Halifax, Quebec, Three Rivers, or other cities nearer the Atlantic Ocean, one can easily see the same conditions exist at Burrard Inlet without the natural obstacles which existed near Montreal to be overcome, and that Coal Harbor can never successfully rival Port Moody as a commercial city even if a railway were constructed.

Common Sense.

Port Moody, Aug. 4, 1884.

A HANDSOME EQUIPMENT.

The Widely Known Ontario and Quebec Railway.

The new rolling stock for the Ontario and Quebec railway, which forms part of the great Canadian Pacific Railway are pronounced to be marvels of excellent workmanship. No expense appears to have been spared to render the cars comfortable and elegant. The first-class coaches were built at Cobourg, Ontario. All the first-class cars are fitted up with double windows and have an additional luxury in the shape of a lavatory at each end, and are furnished with the Spear heater. Four parlor cars have already been built and are now in use between Montreal and Ottawa. These are the "Carillon," "Lachine," "Calumet," and "Lachute." They are handsomely and tastefully finished in mahogany and inlaid wood. Ten luxurious revolving chairs run down each side of the cars, and each chair is supplied with a comfortable hassock. At each end of the car is a comfortable smoking-room, fitted with lounges and every convenience for the patrons of the road. The whole internal fittings, including lamps and brackets, are of the best and most elegant description, and the inlaid work is especially tasty and handsome in design and finish. Five of the new sleeping cars to run from Toronto to Montreal have already been delivered. The cars are

DIVIDED INTO THIRTEEN SECTIONS,

Each consisting of a double upper and a double lower berth. The upper berths are finished in carved mahogany, and when made up are firmly held in position by a strong wire rope attached to the lower berth. In some of the cars the seats are upholstered in olive green and in others with red plush. The floor is covered with a handsome English Wilton carpet, while the curtains and hangings are of tapestry of excellent quality and of tasty design. Like the other cars they have double windows, the inner ones being removable at pleasure. Dust reflectors and fine wire-gauze protectors are also provided, so that the windows can be open both day and night without any of the usual discomforts attendant on bare open windows. Light is furnished at night from five large chandeliers, each holding two lamps with large burners. Every fixture in the car is of hammered gold, which will neither rust nor discolor through use. This includes the water pumps and taps in the lavatories, and the arms of the seats. The interior woodwork is all of polished mahogany, except the headlining, which is of hard maple, beautifully decalcomanied. In most of the cars French plate-glass windows are placed between each pair of windows, and four polished mahogany tables are furnished for the use of passengers. The sleepers were all built and equipped by Barney & Smith, of Dayton, Ohio, and are among the most perfect specimens of the carbuilders' art.

Patients in the Royal Hospital.

There are twenty-seven patients in the Royal hospital at the present time, Mr. Hasck, the steward, reporting that none of them are in a dangerous condition, but that all are getting along very well.

Resignation.

Mr. Wise, who is about to "sever his connection" with the Post, has resigned the important position of City Auditor. It is believed that Mr. Wise will take up his Government appointment at an early date.

GEN. MANG'R. VAN HORNE

He Expresses Himself Concerning the Terminus.

THE CANADIAN PACIFIC'S LENGTH.

Contest Between Port Moody and Coal Harbor—A Pen Picture—The Route Through the Northwest.

MEANS OF THE CORPORATION.

As announced in this journal last evening, Mr. W. C. Van Horne, occupying the double position of vice-President of the Canadian Pacific railroad, and general manager of the same, arrived in this city last night. He immediately, with his secretary, took rooms at the Driard House, and though open to all calls, yet, owing to the languor produced by his trans-continental trip, involving many thoused miles of travel, was, as would naturally to be supposed, inclined to seek the quiet and solace of his own apartments. This morning he was up and on the alert for all the business which must necessarily be crowded into his short visit. He recognized the fact that in order to finish it all in a short day or two of a sojourn in Victoria, there must be great facility. He was early, therefore, in communication with Mr. A. Onderdonk, the chief contractor on the western end of the Canadian Pacific road, and several engineers who had arrived from the mountain divisions northward, to meet and confer with him. So engaged was he with business of this sort that little time was afforded him to view the city during the forenoon. Meantime, however, an ambassador of The Times, knowing the public would want to learn something about this energetic American, whose time is worth more than $1,000 a week to the syndicate he represents, jotted down some points taken at random, which show his eccentricities and peculiarities, and withal make up

A PRETTY GOOD PORTRAIT

Of this driving American, who has become a magnate in Canadian railroad circles, and made for himself a name that few of the great railway men of two continents can equal much less surpass, when it is considered that this rise has taken place in but a short space of a few years. It had been openly announced that Manager Van Horne's visit was largely for the purpose of changing the terminus of the fourth transcontinental line from Port Moody to Coal Harbor. Besides, the general public and real estate men, whose name are legion, wanted to know something about the Manager. Meeting the magnate, therefore, The Times plenipotentiary could not avoid noting that he was a man, who, either from his nature or from force of habit which is stronger than nature, had a way of doing and saying things very quickly and dextrously. The wonder was whether he did it on purpose, being studied, or because he could not help it. Mr. Van Horne is about 45 years of age. He is of medium height, of a portly build, with whiskers of a lightish brown, bordering on auburn. His face is full, and very pleasant. He wears a smile that any one can see is neither simpering nor studied. It seems to be the genuine thing, and is in no manner brought out for the occasion. His physique, to revert to it, is of the iron-like, durable kind; weight not far from 225 pounds. His face is clean cut, and very expressive. It seems no more difficult for Manager Van Horne to talk than it is for Ben Butler or Bob Ingersoll.

HIS VIEWS IN BRIEF.

Not to unnecessarily enlarge on the very high opinion which Mr. Van Horne has of our country and our people, it may be said that he expresses a favorable opinion of Victoria city, and regards her trade a considerable one for the population of the country. It will always be a favorite resort for tourists and such as are desirous of living a quiet, retired life. As the island increases in population so will Victoria increase in population and wealth.

Our representative endeavored to ascertain if Mr. Van Horne's visit was owing to a final terminus not having been selected, but failed to elicit a satisfactory reply. It is understood, however, that this is one of the causes that induced his visiting this coast and that ere he leaves the matter will be settled.

Mr. Van Horne stated that the distance from Montreal to Burrard Inlet was 2490 miles, and from Winnipeg to the Inlet 1740 miles. The entire line will be in operation by December, 1885. The Company have abundance of money to complete and equip the line. There was no truth in the recent rumor that they were financially embarrassed. They have left still some twenty million acres of land to be sold.

AND $30,000,000 WORTH OF BONDS

To be realized upon, which will not be put on the market till it is financially easy. The acquired and branch lines are all doing well. The total mileage of the company when all its lines were completed would be close upon 4,500 miles.

The terminal city would assume vast importance in a short time, as, in addition to its being the headquarters of the company on this coast, it would likewise be a large seaport town and become a scene of business activity and industry, second only, in his opinion, to San Francisco.

The road bed so far was first class, the rolling stock and general equipment the best that could be procured. Preparations were being made to handle an extensive business. The east would require our lumber and the product of the fisheries as well as fruit. While the west could consume the products of the northwest farmer such as flour, grain, the product of the dairy, and live stock. Freight rates could be arranged so as to stimulate this branch of the corporations.

Mr. Van Horne says that the building of this road, in the mountains has given a great impetus to mining, that this industry will be prosecuted vigorously and become a very important one in our province. He expects explorers will scour the entire country in quest of the precious metals and that many heavy strikes will yet be made.

In reference to the northwest and its capabilities Mr. Van Horne becomes greatly enthusiastic. He says none but those who have traveled over the vast plains can form any conception of its immensity and the great

WEALTH IT WILL YET YIELD

To the country. In all his travels he has observed nothing to be compared to it. He is amazed at any portion of the press of Canada decrying our own heritage. To abuse the government, the syndicate and himself is quite legitimate, but it is very unfair to run down ones own country. The magnificent crops of the northwest this year will have a very beneficial effect upon immigration from Europe hereafter. Most of the cities and towns were progressing as rapidly as could be wished for. Regina was the capital of Assiniboia, and Calgarry would possibly be declared the capital of Alberta.

Regarding the number of employees at the terminus he could not say, beyond stating that much work had to be accomplished there and a large number of men would be required to do it, as well as a large expenditure of money. He thought it quite within the probabilities that extensive workshops, iron works and engineering shops would be established on the Inlet, as well as many other industries, employing a large number of men and capital, all of which would conduce to the prosperity of the Province, and aid in developing its resources.

YALE, ON THE FRASER.

Condition of the City and Her Industries—About Traffic and Water Works—Railroad Building.

Yale, B. C., Aug. 3, 1884.

To the Editor of The Times:

Sir—Business matters in this locality are now becoming "small by degrees and beautifully less." The advance of construction works interior-wards withdrew from our midst vast numbers of the money-spending employees of the railroad. Then followed the partial cessation of steam navigation on the Fraser river and the combination made by and between the railroad contractor and the C. P. Steam Navigation Company, whereby rates for freight and travel were raised something like 100 per cent from those of the three preceding years, or since the inauguration of railway work. The powder works blew up; the acid works ran the gauntlet for awhile, but collapsed in the air, as its neighbor did. Accidents like this again deprived our town of many steady, solid, good paying customers. The "fixing," to use the conventional slang, by the company, of numbers of old and reputed good hands, and the introduction of a class of "greeneys" hailing from places with such cognomens as Rat Portage, Slaughter Camp, Medicine Hat, et hoc genus omnes. The wages of the bosses were raised, and that of the laboring class reduced, and the rate for board collected by a sliding scale—e. g., they all eat the same grub, but, a $2.50 per day man pays $5 per week, while a $1.75 man pays $4.50. At the saw mill at Texas Lake the general hands are booked for $2.50 per day, but mark, should any one quit of his free will, twenty per cent is deducted, and should the foreman discharge him, the man gets his time at $2 per day. Thus you see all these and other matters have tended to reduce the circulating medium amongst us, and compel our trading population to take in sails.

PACK TRAINS.

Our largest interior shippers have received their goods here paying freight from Victoria at rates varying from $18 to $20 per ton; home shippers in proportion. The old system has so far been followed, the team and mule train. Some large outfits have already gone to the northern districts.

THE ROAD

Is badly engineered. The permanent road to-day is incomplete, and in many places dangerous indeed. Accidents are of frequent occurrence and, in fact, there is no telling when or at what place a serious one may happen. The improvised passenger cars—a better term would be "prison laggers,"—are also a source of complaint to the travelling public, while the modest charge of 10 cents per mile is superadded to the uncomfortable and risky ride. At the upper end of the contract, with the exception of the bridge men and a few section laborers, the work is done by "Cheap John." The veritable navvie has almost become the unknown quantity. The more difficult portions of the road have been managed on the "happy go lucky" principle—instance the cantilever bridge, the moving and hauling of the piers and abutments, (proof is ready), and the final squeezing of the parts into one homogeneous whole. A writer to the press styled the road "a long trap." The writer begs leave to dub it a "Necropolitan sign board." Just a word more on the Cantilever Bridge. This was long advented to the natives here as a piece of modern science, the second of its kind on the Continent of America, its inaugural was made the subject of a grand morenda (Italian) or picnic; the throats of the ratepayers were moistened with bumpers of chabalis and sparkling Moselle. The public drank and drank deep; viewed the structure and pronounced it a master piece, to be done by and through the skill of a class of fancy engineers who had hitherto blundered and scrawled and even lost their field notes. The picnic was the deplomatic stroke adopted to shut up the mouths of the previous critical persons of the body politic. The Principle of the Cantilever was known long ago to the Chinese, and one can see its principle gymastically figured out by clowns in a good circus.

WATER WORKS.

An ordinary meeting of Yale Water Works Company (Limited) took place at the office of the Company, Saturday evening, 26th inst. Mr. W. Teague, Chairman of the Board, presiding. After the usual preliminaries, on motion a dividend at the rate of one dollar per share was declared. On motion the meeting adjourned to a half yearly Convention.

PERSONAL.

A. L. Stokes, Superintendent of Traffic for O. R. & N. Co., of Portland, arrived in the city this afternoon.

Prof. S. A. Morse, inventor of Morse's famous vaporizing inhaler, and his agent Prof. A. D. Flint, have arrived from San Francisco and are registered at the Grand Pacific.

Mr. James L. Smith, of Irondale, N. Y., is in the city on a brief visit.

H. F. Schultz, Esq., representing the firm of H. Clansen & Co., the great New York brewers, arrived here last evening and is registered at the Driard.

H. B. Van Horn, Esq., of St. Paul, E. C. Darling, of St. Louis, and James Oleson, of San Francisco, well-known traveling men, arrived in the city last night by the North Pacific.

Mr. Thos. Gardiner, manager of The Times, who nearly two weeks since went to Portland and San Francisco for the treatment of his eyes, returned to this city on the Olympian to-day, having been measureably benefited by being under the physician's care, although his eyes are as yet, by no means fully restored.

Mr. Hackett, of Strong, Hackett & Co. importers and jobbers of hardware, St. Paul, accompanied by his wife and daughter, arrived here this afternoon aboard the Olympian. They are registered at the Oriental.

Mr. Horton and wife, of New York, arrived here this afternoon on a brief pleasure trip.

School Meeting.

A meeting of the Board of School Trustees will be held in the City Hall tonight.

The public entertainment given last night by the W. C. T. U. was not so well attended as usual.

Port Van Horne on Kamloops Lake has been selected for steamboat landing, siding, etc.

The camp at Beacon Hill will be broken up on Saturday.

THE COURTS.

Police Court—Pemberton, J.

Hatnes Peterson and Fred Weeks, drunk; fined five shillings each.

M. Dooley, drunk and disorderly; forfeited $5 bail.

The Government vs. Stephen Jones, for defrauding the Inland Revenue; judgment reserved.

GENERAL NOTICES.

Geo. H. Maynard is sole agent for Bert and Packark Fine Shoes, of which he has just received a full line.

Full line of Ladies and Gents Lawn Tennis Shoes at Geo. H. Maynard's.

The Roman Sandal and the Louis XV Heel Slipper cannot be beat, at Geo. H. Maynard's.

City Boot and Shoe store has the largest stock of Boots and Shoes in Victoria. Geo. H. Maynard.

Convenient for References.

The B. C. Directory (1884-5) is at present in progress of publication by R. T. Williams, who will spare neither expense nor labor to make it complete in every respect. All subscribers' names will appear in large type. Mr. William Wolz is the authorized canvasser for the Province.

For an excellent meal well cooked, attentive waiters, everything clean and nice, the Oriental Restaurant carries the palm.

Billiards.—All lovers of this favorite game should go to the Garrick's Head to enjoy a pleasant time on the Brunswick and Balke tables.

To Artists.

Plaques, Wood Ornaments, Oil Colors in Tubes, Moist Colors, Drawing Copies, etc., a complete assortmtnt of Artist's material, for sale by E. W. WAITT & CO., Stationers.

J. BAGNALL & CO., Victoria, B. C., the only exclusive Music House in British Columbia. The largest stock of Pianos and Organs in the Province. A complete assortment of everything in the musical trade.

Robt. T. Williams, Book Binder, Paper Ruler and Blank Book Manufacturer. Maps and Drawing Paper Mounted. Office of the B. C. Directory. Broad St.

A BY-LAW

To enable the Corporation of the City of Victoria to raise the sum of One Hundred Thousand Dollars for the purposes therein set forth.

Whereas, the Municipal Council of the corporation of the City of Victoria has resolved to raise the following sums of money, aggregating $100,000, for the following purposes respectively:

For the purpose of constructing a low and a high service water and sewerage and extending our water works for the supply of water to the City of Victoria, the sum of $60,000.

For such plan or scheme as may be approved and accepted by the corporation to provide an efficient system of drainage for the City of Victoria, the sum of $5,000.

For the erection and maintenance of a building adjoining the City Hall for a Police Barracks and Lockup for the said city, the sum of $25,000.

For purchasing the electric light plant as provided by the Electric Light By-Law 1883, the sum of $15,500.

And for the improvement and construction of streets and bridges the sum of $7,500.

And whereas it will require the sum of $9,222 to be raised annually by special rate for the further payment of the said debt and interest thereon, as is hereinafter mentioned.

And Whereas, the amount of the whole ratable property of the said corporation of the City of Victoria, according to the last revised assessment roll, being for the year 1883, was $2,930,522, irrespective of any future increase of the ratable property of the municipality and of any income in the nature of tolls, interest or dividends from the work, and also irrespective of any income from the temporary investment of the sinking fund or any part thereof.

And Whereas, for paying the interest and creating an equal yearly sinking fund for paying the said principal sum of $100,000 and interest, as hereinafter mentioned, it will require an equal annual special rate of one third of one per cent in the dollar.

Be it therefore enacted by the Mayor and Council of the Corporation of the City of Victoria:

1. That it shall be lawful for the Mayor of the City of Victoria to raise by way of loan from any person or persons body or bodies corporate who may be willing to advance the sum upon the credit of the debentures hereinafter mentioned a sum of money not exceeding in the whole the sum of $100,000, and cause the same to be paid into the hands of the Treasurer of the said corporation for the purposes and with the objects above recited.

2. That it shall be lawful for the said Mayor to cause any number of debentures to be made for such sums of money as may be required not less than $100 each, and that the said debentures shall be sealed, with the seal of the said Corporation of the City of Victoria, and be signed by the Mayor of the said corporation.

3. That the said debentures shall be made payable in twenty years at furthest from the day hereinafter mentioned for this By-Law to take effect, at the office of the Treasurer of the corporation of the City of Victoria, and shall have attached to them coupons for the payment of the interest.

4. That the said debentures shall bear interest at and after the rate of 8% per centum per annum, from the date thereof, which interest shall be payable half yearly, at the office of the said Treasurer of the Municipality.

5. That for the purpose of forming a sinking fund for the payment of the said debentures and the interest at the rate aforesaid to become due thereon an equal special rate of one-third of one per cent in the dollar shall, in addition to all other rates, be raised, levied and collected in each year upon all rateable property in the said Municipality during the continuance of the said debentures, or any of them.

6. It shall be lawful for the said Municipal Council, from time to time, to repurchase any of the said debentures and such debentures shall be so expressed as to entitle the said Council to redeem and purchase the same on paying the amount thereof and interest due thereon to the date of such purchase to the holder or holders thereof, and all debentures so repurchased shall be forthwith cancelled and destroyed, and no re-issue of debentures shall be made in consequence of such repurchase.

7. That this By-Law shall take effect and come into operation upon the 15th day of September, 1884.

8. This By-Law may be cited for all purposes as "The Victoria Loan By-Law, 1884."

Take notice that the above is a true copy of the proposed By-Law upon which the vote of the Municipality will be taken at the Police Barracks for Yates Street Ward, the Council Chamber for Johnson street ward, the Hook and Ladder house for the James Bay Ward, on the 11th day of August, A.D 1884, and the polls will be kept open between the hours of 10 o'clock A. M. and 4 o'clock P. M. JAMES D. ROBINSON, C.M.C.

City Clerk's Office, 2nd August, 1884.

VICTORIA

TRUCK AND DRAY CO.

[LIMITED.]

THIS COMPANY HAS BEEN FORMED for the purpose of transacting

General Hauling and Draying Business in Victoria and Vicinity.

ORDERS are solicited and will be promptly attended to at Reasonable Rates.

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Telphone Call, No. 23. P. O. Box 262.

STEPHEN TANNER, Manager.

Rock Bay Saw Mill.

[ESTABLISHED 1858.]

WM. P. SAYWARD,

Manufacturer and Dealer in

Island Lumber and Spars.

Importer and Dealer in

Doors, Windows, and all kinds of Dressed Lumber, Etc.

VICTORIA, B. C. (1)

Old and much esteemed customers please remember us.

New comers, we Greet and invite you.

Please Give us a Trial

G. W. A. LANGE & SON,

Watchmakers and Jewelers,

Government Street, Opposite Post Office.

VICTORIA, B. C.

Have constantly on hand a fine assortment of Watches, Clocks, Jewelry, Optical Goods, Electro-Plated Ware Etc.

All Work Guaranteed.

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GENERAL COMMISSION MERCHANT, AND AGENT FOR CANADIAN MANUFACTURED GOODS.

Wharf Street. Victoria, B. C.

GUTTMANN & FRANK,

Commission Merchants, Importers of General Merchandise. Agents for S. H. Frank & Co., Tanners, Winchester Repeating Arms Co. Western Oil Co. Cash paid for Hides, etc. Johnson St.

C. STROUSS & Co. LONDON.

Particular attention paid to orders for all descriptions of goods. Indents executed on the shortest notice and on most reasonable terms. Apply to C. Strouss & Co., Wharf St., Vic. B.C.

HENRY GRIBBLE,

Importer and dealer in Toys and Fancy Goods, Lamps, Chimneys, Wicks, Burners, Stattationery, Perfumery, Combs, &c.

GOVERNMENT ST., Victoria, B. C.

DRESS MAKERS.

MISS G. L. DAVEY,

FASHIONABLE DRESS & CLOAK MAKER, Government St., near Trounce Alley, Victoria. Stylish Suits made to order at the Shortest Notice. Cutting and Fitting a Specialty.

BOOKS & STATIONERS.

J. B. FERGUSON & Co.

WHOLESALE AND RETAIL STATIONERS AND BOOKSELLERS, Government Street, Third door from Postoffice, Victoria, B.C.

REAL ESTATE.

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NOTARY PUBLIC.

Real Estate and General Agent. Loans negotiated, Town and Country Property for sale. Office, Colonist Building. P. O. Box 30.

L. D. LOWENBERG

REAL ESTATE AGENT.

Negotiator of loans; money on bond and mortgages in sums to suit. Conveyances of every description made. Government street near corner of Broughton.

REGINALD NUTTALL,

REAL ESTATE BROKER, Valuator and General Business Agent. Large Tracts of Coal and Timber Lands for Sale. Yates street, Victoria, B. C. P. O. Box 117.

DE LA PENOTIERE & WAKE,

REAL ESTATE BROKERS, Dominion and Provincial Land Surveyors. Office.....BASTION STREET VICTORIA, B. C.

W. H. MASON,

REAL ESTATE AND GENERAL AGENT, ACCOUNTANT AND COLLECTOR. City and County Property for sale. Rents collected and properties attended to.

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A. GREGG & SON,

ARTIST TAILORS, Importers and dealers in English, French and Scotch Suitings. Latest fashions received as soon as published. Cor. Douglas & Pandora Sts.

Mrs. M. A. HILDEBRAND,

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PRINTING.

MUNROE MILLER,

STEAM BOOK & JOB PRINTER, Johnson St., near Broad. Victoria, B. C.

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Manufacturer of all Kinds of FURNITURE, from the most elegant Dining Room and Parlor Sette to that suited for the plainest kitchen. Cheap For Cash. Government Street.

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BOOT AND SHOE STORE, Government Street, bet. Broughton & Courtnay, Victoria, B. C. REPAIRING A SPECIALTY.

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H. A. LILLEY,

MANUFACTURER OF FINE UNADULTERATED CONFECTIONERY Dealer in Foreign and Domestic Fruits. Douglas St., bet. Johnson & Pandora, Victoria.

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ALBION HOUSE,

BROWN & WHITE, PROPRIETORS. Importers and dealers in Staple and Fancy Dry Goods. The latest novelties constantly received. Country orders receive prompt attention. Government St., Victoria, B. C.

[Established 1861.

CITY HOUSE.

WM. WILSON & CO. Importers of English Merchandise and Dealers in Dry Goods, Etc.

COMMERCE HOUSE.

DRY GOODS, MILLINERY & CARPETS. TERMS CASH. David Spencer, GOVERNMENT STREET, Victoria, B. C.

HIDES AND CALF SKINS.

W. HEATHORN,

Pays the Highest Price for Hides and Calf Skins, takes consignments and makes prompt returns. Victoria Boot & Shoe Factory and Rockbury Tannery.

ARCHITECTS.

HERMANN O. TIEDEMANN,

ARCHITECT AND CIVIL ENGINEER, Langley Street, Victoria, B. C.

JOHN TEAGUE,

ARCHITECT. Government Street, Victoria, B. C.

S. C. BURRIS,

ARCHITECT, Corner Yates and Broad Streets, Moody's Building. Front Room, Up Stairs.

MR. E. MALLANDAINE,

ARCHITECT. Government Street, two doors below Fort. Plans of Buildings on View.

H. H. LESLIE,

ARCHITECT. Office—Over E. M. Johnson's, rear of Bank of British Columbia, Victoria. Plans, Specifications and Contracts Drawn, Estimates given, and Work Superintended.

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MRS. MYERS,

FORT STREET. Has nice, large and comfortable Furnished Rooms to let at Moderate Prices. Nicely located.

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J. E. WHITE,

Call at the old stand where the Highest Prices are paid for Second-hand Clothes. Trunks bought and repaired. No 32 Johnson Street.

LIVERY STABLES.

JOHN DALBY,

LIVERY AND SALE STABLE, Pandora Street, opposite Broad. Victoria, B.C. Carriages, Saddle Horses and Buggies at all hours. Horses boarded. Telphone 156.

VETERINARY SURGEONS.

GEORGE F. TILBURY, M. R. C. V. S.,

VETERINARY SURGEON, Opposite Davies Cattle Sale Yard, Fort street. Victoria, B. C.

JOHN MORLEY,

VETERINARY SURGEON, FARRIER. And General Blacksmith. Livery and interfering horses receive particular care. Sick horses attended to day or night. In rear of Dock's stone building, Johnson street.

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HOUSE AND SHIP PLUMBER. Gas Fitter and brass founder. Yates street, between Government and Broad, Victoria.

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The Daily Times.

Victoria, Tuesday, August 5, 1884.

THE CHILD VOCALIST.

[Malcolm Douglas in The Continent.]

"He's a splendid card," exclaimed the manager, enthusiastically.

"Is he, indeed?" said Vance Raymond, rather abstractedly, as he gazed at the packed auditorium.

They were standing in the lobby of the Varieties. Raymond had dropped in for a few minutes while making his nightly round of the theatres. The manager, eager for a good notice in the daily upon which his companion served as a dramatic critic, was himself almost offensively agreeable.

"The hit of the show!" he emphatically affirmed. "You'll wait for him, won't you? He comes on next."

"I don't know whether I can spare the time," said Raymond, smoothing out the play-bill that had been crumpled up in his hand. And, in type which stood out bolder than the rest, he read:

LITTLE DOT!

"The phenomenal child artist, in his wonderful character changes"—followed by more terms of a laudatory character, similarly extravagant.

Raymond carelessly cast his programme aside and watched the two upon the stage. They were going through what figured on the bills as an "acrobatic song and dance." Presently they executed a remarkable somersault that brought forth a cloud of dust and made their exit, followed by the deafening applause of the gallery. In response, they came out and bowed, and the stamping of feet and clapping of hands gradually ceased.

The quiet that fell upon the house was broken by the tinkle of the prompter's bell. The eyes of the audience expectantly sought the wings. The musicians raised their instruments and began to play one of the popular airs in vogue.

"Watch him," whispered the manager. "A born actor and no mistake."

As he spoke, a little figure, clad in a black velvet suit with delicately striped pink stockings, appeared on the stage. A crimson handkerchief protruded slightly from his pocket and an eye-glass dangled at his side. In his hand he held a light cane, which he twirled foppishly at intervals.

Such a pinched, wan face he turned toward the audience, as he began his song in the yellow glare of the footlights! A feverish flush was on his cheeks and his eyes sparkled with unnatural brilliancy. Raymond felt his heart grow soft with pity as he listened to the rare, sweet voice that to his experienced ear already showed signs of breaking.

"Poor little chap," he murmured; "he's scarcely 7, I should judge." And somehow a tender thought of his two little chicks, dreaming perhaps of their childish heroes at the time came to him. He watched Little Dot through the mist that had gathered in his eyes.

The song soon came to an end, and the child disappeared, followed by the enthusiastic approval of the audience. The manager joined in the applause and turned to Raymond, his face beaming with pleasure.

"Eh! eh!" he said, delightedly. "Doesn't he bring down the house? An infant prodigy, and all that, you know. 'Pon my word, its worth the price of admission to see him alone."

"Rather a fit subject for the Society for the Prevention of Cruelty to Children, I should say," remarked Raymond, dryly. "For my part I hate your infant prodigies. They all ought to be in their beds at this hour enjoying the sleep of healthful children."

The manager eyed him sharply.

"Stuff and nonsense!" he grunted. Then, in a more cheerful tone: "Just watch him this next turn. His drunken man is something wonderful. I'm capable of criticising that, you know." And he hushed the chuckle on his lips as Little Dot—a complete metamorphosis—staggered in with a high silk hat crushed over his eyes and a white handkerchief hanging from his coat-tail pocket.

The drunken hiccough and thick utterance with which he rendered the song fairly convulsed the audience. When he was through, he was greeted with a terrific storm of applause.

"True to life, wasn't it?" laughed the manager. "Well, it ought to be. He's had plenty of chances to get points, goodness knows. His father's Whitely of the 'Stars,' who are playing at the Globe this week. Good actor, but boozes too much. That is why he and his wife separated. It's lucky she's got the boy. He's worth a cool $75 to her every week."

Raymond listened with his eyes intent upon the stage. Little Dot was responding to his second encore. When he finished he was vociferously re-demanded. Again he came out and delivered a pathetic little recitation that evoked fresh applause. Raymond grew indignant.

"What a shame!" he muttered angrily. "They'd keep the poor little fellow before them the whole night if they could."

At that moment Little Dot appeared from the wings and raised his hand to his lips. The pink glow on his cheeks had died out, and in its place was a look of utter weariness. The audience must have noticed it for the house grew still and the performance proceeded with the next act.

Raymond buttoned up his overcoat closely and left the theatre. It was a bitter night, and the streets were well-nigh deserted. The snow lay deep upon the ground, and a raw, bleak wind blew the still-falling flakes remorsely into his face. In spite of all his efforts he could not dismiss the peaked, wan face, from his thoughts. A picture rose before him of Little Dot, trudging his way back to the hotel in all the snow at an hour when other children were cosily tucked away in bed, and his heart was filled with pity at the contrast.

"Poor little chap!" he said again, with a sigh. "I'll give him a good notice."

The next night found him at the Varieties behind the scenes. At his request he was taken by the manager to the dressing-room that Little Dot occupied, and introduced to him. The child was with his mother waiting to "go on."

"It's the gentleman who was kind enough to write the notice about you," she said to him. "You must thank him for it."

"Oh, it was you, was it?" he said, turning his big blue eyes up at Raymond. "You're an editor, ain't you?"

The awe with which he asked this question brought a smile to Raymond's face.

"Not exactly," he replied. "I write for the newspapers."

"Do you?" said the child, eagerly. "How clever you must be! And it was you who wrote that about me. Thank you ever so much. You are very, very good."

He placed his hand to his forehead and held it there a moment. Raymond noticed it and looked grave.

"Are you quite well?" he asked kindly.

"Quite well," the child faltered. "Only—only I'm a little tired and—my head aches. Hurry, mamma," as the call-boy appeared at the door; and, turning to Raymond, he held out his little hand. "Good-bye," he said. "It's time for me to go on."

Little Dot hastened with his mother through the dark and gloomy passage leading to the stage, and stood at a wing waiting for his cue. His mother stationed herself near by to assist him in making his changes.

Raymond and the manager sought the front of the house.

"That youngster is going to be sick," said the journalist, with conviction, when they parted. "He looked half ill now. It's too bad that such a weak, delicate child should have to be out nights in such bitter weather."

"Eh, what was that? Sick did you say?" cried the manager with alarm." I hope not—I hope not. It might affect business, you know, if he didn't appear. He is the strongest card on the bill this week."

Raymond curled his lip slightly at the other's heartlessness, and walked off. Somehow Little Dot interested him strangely. It might have been that he regarded the tiny favorite of the footlights with pitying tenderness, for the sake of his own children.

The next night he returned to the Varieties to find the fears he had entertained realized. The manager met him with a note in his hand.

"Read it," he said, with a scowl upon his face.

Thus adjured, Raymond took it, and glanced hurried at the contents. It was to the effect that Little Dot was dangerously low with the scarlet fever; and, as a consequence, could not perform the rest of the week.

The words he read brought up a vivid recollection of the two babes who had lain in the terrible grasp of the scarlet fiend until only the great mother-love had won them back to life. A lump took possesion of his throat.

"Poor Little Dot," he murmured.

"I wouldn't have had it happen for $100," grumbled the manager. "It places me in a deuce of a fix. It's almost impossible to put any one on in his place at such a short notice."

"You're in hard lines," said Raymond, coldly.

Something impelled him before he went to the newspaper office that night to seek the second-class hotel where the child and his mother were stopping. Passing a florist's on his way, he purchased a bunch of the creamy, full-blown roses that were temptingly displayed in the window. These he sent up to the sick room with his card and a request to know how the little fellow was.

Presently the answer came—no better. Would he go up? Mrs. Whitely would like to see him.

Raymond followed the boy up-stairs and softly entered the darkened room. The mother, with the marks of weariness about her eyes, came from the window where she had been standing and led the way to the bed.

"He was taken ill last night on his way back from the theatre," she whispered, in a hoarse, strained tone. "I thought it was nothing but a cold and—and did not call in a doctor. But he grew so much worse in the night that I had to send for one, and he says it's scarlet fever in its most malignant form. He has been delirious nearly all the time. The doctor did not tell me so, and yet—I'm sure he'll never get well again." She gave a bitter sob but her eyes were dry—her tears had been exhausted long ago. "Oh, why doesn't he come, why doesn't he come?"

She resumed her place by the window, looking vacantly out at the wild, black night. Raymond remained by the bedside and gazed compassionately down upon the small face marked with livid spots. Near him stood a stand upon which his fragrant offering and several vials of medicine were placed.

Suddenly the little sufferer opened his eyes with a faint moan. For a moment they rested upon Raymond and then wearily closed again.

"Dad!" the parched lips formed.

His mother approached the bed noiselessly and bent anxiously over him.

"Yes, Dot," she said, soothingly, "he will soon be here—soon be here. You won't have long to wait now, darling;" and looking up at Raymond, she continued, in a choking voice, "he wants to see his father. I have sent for him, but—but I don't know whether he will come. He drank and—and we parted. God forgive me, I have been to blame, too. Oh, do you think that he will come?"

Raymond looked at his watch. The time lacked a few minutes of 11.

"Yes, I am sure he will," he said pityingly. "He is at the Globe, I think. The performance is scarcely over. No matter how heavy an actor's grief may be, he is obliged to disguise it sometimes and play his part. Yes, he will come without doubt."

Slowly the minutes dragged by. Finally a faint knock was heard at the door. She went and softly opened it. A man entered on tiptoe.

"Thank heaven, you are here at last!" she said.

"I could not come before," he uttered, hoarsely. "How is he—better?"

She mournfully shook her head. He went and looked down at his child. His haggard face told of the violent grief that was raging in his breast.

Raymond turned to go. He deemed the scene too sacred for his presence. But the mother grasped him by the arm, giving him a wild, imploring look.

"Stay," she said. "He liked you."

While the father stood there, the child opened his eyes and recognized him.

"Dad!" he cried, stretching forth his little, hot hand, affectionately.

His father caught it, and held it in his cool palm.

"Yes, my boy," he said, his strong voice trembling.

"Give me a drink, dad," he whispered, with difficulty. "Oh, dad," with a pathetic moan, "I'm all burning up!"

His father moistened his lips with water.

"There, Dot," he said, with forced cheerfulness. "You feel better now, don't you? And you're going to get well soon. Such good times we'll have together when you do! We'll——"

The child interrupted him with a faint shake of his head.

"No, dad," he said, fixing his big eyes solemnly upon him, "I won't get well; and I want you to promise me—promise me—"

"Yes, Dot," he said, with a groan.

"That you won't get—get—that way!"

He looked steadily up. His father bowed his head, too full of anguish to speak.

"That's a good dad," said the child, fondly. "I knew you would. You couldn't help it, could you, dad?"

Every word was a stab at the man's heart. He turned to Raymond. "For God's sake get a doctor!" he said, brokenly. "He's dying!"

"No, no," interposed the child, hastily. "It's too late—too late! Where's mamma? I can't see. I want her hand."

His mother came and held out her trembling hand to him. His father gently endeavored to draw his away.

"No, no!" said Dot, the words coming in gasps. "I want both—both."

He strove with his remaining strength to join them together. They saw what he wished to do, and clasped hands.

A peaceful smile lit up his wan face. He said no more, and yet they understood.

He Is Not a Rolling Stone.

[Washington Cor. Troy Times.]

This week I met for the first time M. E. Stone, the young editor of The Chicago News. He cannot be over 40, and so I call him young. Ten years ago he was a reporter on The Evening Post in that city. By hard work he saved up something less than $1,000, and started a penny evening paper—The News. The wise managers of the 5-cent morning blanket sheets said he would fail. He did get a little embarrassed with his paper men, but persuaded them he would surely win, and one of their firm, Victor Lawson, joined him as business manager. Later they started a morning edition. This month it has reached an average circulation of 115,000 copies, and the evening paper about 85,000. The property yields $500,000 a year. Next summer a building, to cost about $1,000,000, will be started. The News did one thing that was unique, it raised the price of the morning edition from 1 to 2 cents, and never lost at all in circulation. How was it done? By making a small paper, pretty highly spiced, with the news in a nut-shell and emphasized.

Arkansaw Traveler.—"I have a funny article for you," said a man who entered a newspaper office. Bang! Coroner's jury decided that the editor killed him in self-defense.

Sunlight and Human Health.

[London Observer.]

For some considerable time past the astronomer royal and his assistants have been weekly reporting the significant fact that the recorded sunshine during the seven days has been upon an average, nil. Prima facie it is only photographers who need be affected by this intelligence. What can it possibly matter to the world at large if there is not sunshine enough about to discolor a piece of sensitivized paper? As a matter of fact, however, the discoloration of sensitivized paper is but one of the many processes due to the chemical energy of the sunlight. And a prolonged absence of sunlight is a very serious matter. Its effects upon the health are direct and perceptible. We get no ozone, and we become dull and listless, as if we had been sitting up all night. When thus out of tone and below par, we are consequently deficient in that vital energy which would otherwise enable us to shake off any ordinary ailment.

Nor is this all. Absence of sunlight for any considerable period is almost invariably followed by epidemic outbreaks. When the sun is active, filth of all kinds putrefies as it collects. When there is no sunshine the filth collects; accumulates in masses, and ferments. These fermented accumulations are a source of positive danger as soon as the sun resumes its activity. Decomposition under a bright sun is comparatively harmless. Slow decomposition in the dark is especially hostile to health. We need no chemist to tell us all this; but, at the same time, it is as well to bear the chemistry of common life in mind. When the astronomer royal reports a total absence of sunshine we ought to be especially careful, and, it may be added, children suffer more from the absence of the sun's rays than do adults. Adults have only to keep alive; children have to keep alive and to grow, which entails a double amount of chemical work. Now, if there be no sunshine, we call best supplement its absence by exercise. And yet, strange enough, the absence of sunshine is regarded by most mothers as a sufficient ground for keeping children within doors. It is, on the contrary, the very reason why they should be sent out and kept out as much as possible.

Senator Tom Bowen, of Colorado.

[Washington Letter.]

A seedy-looking individual was standing in one of the hotel lobbies here this morning. He appeared to be looking for somebody. Just as the porter had decided to invite the seedy-looking individual to move on, Senator Tom Bowen, of Colorado, appeared in the corridor. He was richly dressed throughout. "Gosh!" ejaculated the seedy person as Bowen came nearer. A moment later he rushed forward and was heard to exclaim, as he slapped the senator on the shoulder, "Hello! Tom Bowen. Why, bless my soul! you ain't a d—d bit changed since I met you in the Rockies in '63."

"No, Bill," said the senator, "I reckon I am about the same."

"Tom, stake me. I'm dead busted; ain't got a dollar."

Bowen pulled from his pocket a large roll of bills and counted out about $50 in money and handed it to his friend. They then separated. The senator went to his room and the other walked toward the bar, where a friend was awaiting him. "Tom fixed me," said he. "But, after all, he only did what I have done for him many a time. Away back in the good old days, before Tom struck it rich, I would often stake him. I remember one time he borrowed five ounces of gold to get in a game of poker with. You know Tom is a keen, shrewd poker-player and can come as near holding four aces in his sleeve and playing them on the boys as anyone I ever saw. Well," he continued, "Tom got into the game, and it lasted forty-eight hours. When he came to pay me the gold I asked him how he made out. 'Oh,' said he, 'I scooped the boys in for $12,000.' But," resumed the miner, "after that game it was a common thing for Tom Bowen to make as high as a $25,000 inning."

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